सकता है लेकिन पूरी ट्रेन का माल नहीं लाया जा सकता है। इसलिए माल ट्रकों से लाना पड़ता है। मैं यह जानना चाहता हूं कि क्या आपकी इन नीतियों के कारण माल भाड़े की ढुलाई में कमी आई है ?

SHRI K C LENKA : I have already said that we are modifying our rules. We are seeing as to how small quantities of goods can be carried. We are looking at it. That is why the Container Corporation has established depots at different places for procuring goods. We are also modiying our rates.

SHRI P. UPENDRA : The hon. Minister has refused to consider the reduction of freight rates. But I feel that increase in the freight rates and passenger fares may be acting as a counter-productive measure for the Railways and they may be losing traffic because of this.

The hon. Minister mentioned about the marketing organisation. As far as I know, the marketing organisation in the Railways is defunct. They are not doing anything. I would like to know from the hon. Minister whether he is trying to examine the effect of the uni-gauge policy. Though, in the long run, it is desirable, the point is whether it is leading to more transhipment points and, as a consequence of which, leading to more delays in transportation.

SHRI K. C. LENKA : Sir, I am not suggesting that the gauge conversion is the main reason for the reduction in freight traffic. Of course, there was some impact. When we convert some line, whatever traffic that was being carried in that area gets reduced. But it is not correct to say that because of the increase in freight rates, more goods are not being offered.

We are now giving priority to the movement of goods. If the customers get their goods at the destination within the scheduled time, more goods would be offered. We are looking at it and we will see that the consumers get their goods at the destination within the scheduled time and safely as well.

श्री जगदीश प्रसाद माथुर : श्रीमन्, क्या मंत्री जी को यह मालूम है कि खास तौर से पश्चिमी रेलवे में यह कहा जाता रहा है कि बड़े वेगन, ऐसे पहिये वाले वेगन जो हैं उन पर रिस्ट्रिक्शन था, पूरा भरने नहीं देते थे। कम माल भरने की इजाजत होती थी। लेकिन भाड़ा वह पूरा लेते थे। ऐसे पच्चासों केसेज के उदाहरण पश्चिमी रेलवे में हैं। क्या आपको इनकी जानकारी है और यदि जानकारी है तो कितने केसेज में आपने भाड़ा वापिस किया है और कितने केसेज में नहीं किया है और कितने मुकदमें चल रहे हैं ?

SHRI K. C. LENKA : Sir, this information is not with me, but I will examine that.

श्री ओ० पी० कोहली : सभापति महोदय, मैं मंत्री महोदय से जानना चाहूंगा, उन्होंने यह तो कहा है कि आने वाले वर्ष में पेसेंजर्स अमेनिटीज के लिए जो रकम रखी गई है उसको पूरा पूरा खर्च किया जाएगा। पिछले तीन वर्षों में पेसेंजर्स अमेनिटिज के लिए कितनी रकम का प्रावधान किया गया है और उस में कितनी वास्तव में खर्च की गई ? जितनी रकम का प्रावधान किया गया उसको खर्च न किये जा सकने के क्या कारण रहे ? यह मेरे दो प्रश्न हैं।

SHRI K. C. LENKA : Sir, I have already said that we have given priority so far as passenger amenities are concerned. In 1993-94, Rs. 60 crores were given and in 1994-95 as I have already said, Rs. 60 crores have been allotted for passenger amenities. I can assure the hon. Member that whatever amount has been allotted for passenger amenities will be spent properly during the current year.

MR. CHAIRMAN : Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Recommendation made by the National Institute of Public Finance and Policy on Pollution

*104. SHRI SATISH PRADHAN : Will the Minister of ENVIRONMENT AND FORESTS be pleased to state :

(a) whether Government have received any recommendation on standardization of ambient pollution from the National Institute of Public Finance and Policy;

(b) If so, what are the details thereof; and

(c) what is Government's reaction thereto ?

THE MINISTER OF STATE OF THEMINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) and (b) Yes, Sir, The Government have received recommendations on the link between Standards and ambient pollution from the NIPFP. The recommendation is as follows : —

> "Though Central Pollution Control Board has laid down ambient air and water quality standards, the actual enforcement provisions relate to source pollution. Accordingly, regulation has largely concentrated on enforcing source specific standards... It is quite possible that there is no violation of source specific standards at all and yet the ambient standards are violated, simply because the source specific standards have not been made consistent with the ambient standards in terms of the volume of pollution causing activities. In principle the source specific standards should be made more stringent over time as the volume of such activities increases in order to support a given ambient air or water quality standard."

(c) The Government of India has notified only the minimal National Standards for pollution. The State Boards are free to prescribe ambient-linked stricter standrads for a particular area within the State.

Agro Producing Industry

*106. SHRI BHUPINDER SINGH MANN : Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state :

(a) whether it is a fact that the traditional industrialists are now fast shifting from engineering to agro producing industry ;

(b) If so, whether in the changed scenario, the farmers will continue to be the raw-material producers of such industrialists who in turn be continuous exploiters of the farmers;

(c) whether Government have any plans to introduce latest technology for very small scale agro processing industry which are well within the reach of the farmers so as to enable them to facilitate value addition to their produce; and

(d) whether the farmers would be allowed to process their produce without any licence etc. ?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI): (a) Yes Sir. Some existing industrialists are trying to diversify from engineering to agro-processing industry.

(b) No, Sir. Agro-processing units will enable farmers to have better return for their produce. Famrers can also set up such agro processing uints.

(c) Yes, Sir.

(d) Yes. Sir. Except for brewing and distillation of alcoholic beverages, all other agro-processing units under the purview of this Ministry can be set up by farmers without an industrial licence.

Caste Violence in Varansi

*107. SHRI CHIMANBHAI MEHTA : SHRIMATI RENUKA CHOWDHURY :

Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether it is a fact that the killing of two persons in Varanasi area durin the second week of February, 1994 resulted in caste violence;

(b) whether it is also a fact that Hon'ble Union Minister of State for Home Shri P. M. Sayeed, had recently visited the spot and made inquiries into the episode;

(c) If so, what are the findings thereof;

(d) whether it is a fact that this led to increased tension in Uttar Pradesh recently; and

(e) what are the details in this regard ?

The Minister of HOME AFFAIRS (Shri S.B. CHAVAN) : (a) Following the killings of four persons, there were incidents of violence in Varanasi.

(b) and (c) Shri Sayeed's vist to Varanasi was not in his official capacity.